

Date: 28 August 2024
Application: 241828



**WOKINGHAM
BOROUGH COUNCIL**

WBC Highways

Development Management &
Compliance

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Berkshire, RG40 1BN

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Dear WBC Highways,

Full Planning Approval Consultation

Application Number: 241828

Applicant: Mr Kingsley Davis

Site Address: 58 Finchampstead Road, Wokingham, Wokingham, RG40 2NS

Parish: Wokingham Town

Grid Reference: Easting - 481063, Northing - 167992

Type of Development: Minor Dwellings (1-9)

Proposal: Full application for proposed erection of 4no detached dwelling houses following demolition of the existing dwelling and associated outbuildings.

Case Officer: Connie Davis

Development Management has received the above application and we require your comments on the proposal using the recommended memorandum below. The documents associated with this are available to view in NEC DM using the application number 241828. Alternatively, public documents are available to view on the Council's planning application search page: [Wokingham Borough Council Online Planning](#).

Please index your response into NEC DM against the application. If you are recommending conditions, you should give a reason with reference to relevant policies. A list of standard conditions can be found on the Z Drive at: [Z:\Standard Planning Conditions](#).

Your observations are required in respect of this application within **10 working days** of the above date or **15 working days** if the development type is classed as a major development.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	JP		
Service	WBC Highways	App No:	241828
Address:	58 Finchampstead Road, Wokingham, Wokingham, RG40 2NS.		
Proposal:	Full application for proposed erection of 4no detached dwelling houses following demolition of the existing dwelling and associated outbuildings.		
Type of Development:	Minor Dwellings (1-9)		
Site Visit Made:	Yes/No		

Summary Of Recommendations

- ☐ No comment
- ☐ No objection
- ☐ No objection subject to conditions (and reasons) **stated below**
- ☒ Request further information before determination as **stated below**
- ☐ Objection due to the reason(s) **stated below**

Comments On Proposal

General

A Pre-application (Reference 232914) was submitted which is welcome. The Highways have provided pre-app recommendations that to be addressed during the formal submission.

The proposal will redevelop the existing site into four dwellings after the demolition of existing dwelling. Three dwellings with nine habitable rooms and one dwelling with ten habitable rooms. Two driveway parking spaces and a double garage are proposed for each dwelling.

The traffic generated from three additional dwellings are unlikely to have significant impacts on the wider highway network.

Sustainability

The site location is acceptable in terms of access to sustainable modes of travel. The site has acceptable access to the pedestrian and cycle network, and public transport. However, the details of pedestrian/cyclist route are absent along the private section, which will be commented in 'Access' section.

Access

The site is accessed via a private road section of Finchampstead Road. In Paragraph 3.3 of the TS, the private section of Finchampstead Road is currently serving 11 dwellings and will serve a total of 14 dwellings after the redevelopment.

The TS states that the access width has been improved from 3.4m to 4.8m with a minor pinch-point of 4m. This is inconsistent with the design provided in the proposed site plan (Drawing 09A).

As advised in the pre-application, the minimum access width of the first 10m from Finchampstead Road is required to be at least 4.8m wide. The minimum width measured from the 10m clearance of between the access road and the adopted highway is 3.7m, which is not acceptable.

The applicant is required to submit the swept path analysis with large saloon car at the first 10m of the site access, to demonstrate two vehicles travelling in opposite directions can pass through each other when entering and leaving the public highway.

Meanwhile, there is an absence of details of pedestrian/cyclist route along the private section. The applicant shall clarify whether the private section will continue to be a shared surface to facilitate walking/cycling activities of residents.

Emergency Vehicles

For swept path assessment, the council has adopted the following dimensions for fire tenders:



DB32 Fire Appliance
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to Lock Time
Kerb to Kerb Turning Radius

8.680m
2.180m
3.452m
0.337m
2.121m
6.00s
7.910m

The applicant has provided the swept path analysis in Drawing No. 20.104-001 for a fire tender, the 7.9m long pumping vehicle used for assessment are not of WBC's standard, however the manoeuvre can be carried out safely. Highways requests that the swept paths of a fire tender using the dimensions above needs to be submitted.

Parking

The postcode of RG40 2NS is categorised as an 'Urban' location. The TS has assessed the parking provisions according to "Town & Fringe", which is inaccurate.

According to the WBC Car Parking Standards, the development of such scale in Urban location will require a minimum of ten parking spaces within the red line boundary, including one visitor parking space, if each dwelling has two allocated parking. Each parking space shall have minimum dimensions of 5.0m x 2.5m. The WBC minimum sizes of a single garage for parking are 6m x 3m.

The applicant proposes 8 driveway parking of dimensions 5m x 2.5m and four double garage of dimensions circa 6m x 6.4m, resulting in 12 proposed parking spaces. Each dwelling will have the capacity to provide its own visitor parking, which is acceptable.

EV Charing Points

Any new dwelling will be expected to provide a minimum of one EV Charging Point under the latest Building Regulations (Approved Document S). The TS states that 'each dwelling will include EV charging points ... take place within the garages or in the rear gardens'. This is in line with the Regulations (Approved Document S).

However, the applicant is required to indicate the EVCP on the revised parking plan.

Cycle Provisions

The TS states that 'each dwelling will include ... secure cycle parking can take place within the garages or in the rear gardens'.

The proposed double garage of circa dimensions 6m x 6.4m will be suitable for both parking and cycle storage, which is acceptable.

Refuse Collection Strategy

Refuse collections for these proposed dwellings will need to be in line with the guidance set out in MfS (maximum 30m and 25m carrying distance for residents and operators respectively).

It is set out that the current arrangements for refuse collection mentioned in the TS is for refuse vehicles to reverse up to the accesses of 58 and 58A. It is proposed that there will be a bin collection point close to the access to this development, which is within the carrying distances for an operator. However, the carrying distance for residents at Plot 3 and Plot 4 are circa 50m and 70m, respectively, which is beyond the maximum acceptable distance.

The applicant is required to revise the position of the refuse collection point that meet can the maximum carrying distances for both the residents and operators.

Conditions & Reasons (if required)

Date:	2/9/2024	Signed:	JP
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